(f) the total number of aeroplanes with Air India and the number of planes which can fly?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Air India is running in losses largely due to operating losses, which have been compounded due to the present economic recession as also the high oil prices last year and debt servicing on new aircraft.

(b) Air India has initiated the following measures to reduce losses:- (i) integration and restructuring of network and schedules, (ii) fuel efficiency improvement measures, (iii) extended the credit period for all vendors, (iv) promotions and recruitment put on hold, (v) staff asked to travel only on economy class, etc. among other substantive measures for restructuring of loans and credits.

(c) At present, Air India operates its flights to 14 countries from Delhi *viz.* United States of America, United Kingdom, France, Germany, Japan, Singapore, Thailand, Hong Kong, China, United Arab Emirates, Oman, Nepal, Afghanistan, and Saudi Arabia.

(d) Jet Airways, Jet Lite and Kingfisher.

(e) No, Sir. The customer services provided by Air India are comparable in the Airline Industry.

(f) The total number of aircraft as on 10 July, 2009 with Air India (including owned and leased) are 156. Presently, Air India's 12 aircraft are non-operational due to obsolescence of the landing gear for which no spares are available of which 8 are already in the process of disposal.

Losses of Government airlines

†1817. SHRI JANESHWAR MISHRA:
SHRI BHAGWATI SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government airlines are making losses whereas private airlines are earning profit;

(b) if so, the reasons therefor;

(c) whether Government is formulating any scheme to make Government airlines profit making; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. Almost all private airlines are also making losses. The spiralling cost of Aviation Turbine Fuel (ATF) coupled with the economic slow down and thus the low load factor have contributed heftily to their losses.

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†Original notice of the question was received in Hindi.

(c) and (d) NACIL has been advised to formulate a restructuring plan and to adopt measures to bring down the cost of operations.

Pilot fatigue as a safety threat

1818. SHRI MOHD. ALI KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether his Ministry recognizes pilot fatigue as a safety threat;

(b) if so, the details thereof; and

(c) the steps being taken to correct the situation to avoid threats in future?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) Pilot fatigue is recognised as a safety threat. Directorate General of Civil Aviation (DDCA) has issued Aeronautical Information Circular (AIC) 28 of 1992 to regulate the flight time, flight duty time and rest requirements of the pilots. DGCA has further reiterated these requirements in Air Safety Circular No. 2 of 2009 and prescribed further measures for management of crew fatigue during flights. Adherence to these requirement is assessed during audits and surveillance inspections.

Budgetary support for State-controlled companies

†1819. SHRI PRABHAT JHA: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that Government is not going to give any kind of budgetary support to State-controlled companies in this year's budget;

(b) if so, the details thereof;

(c) whether it is also a fact that the budgetary support given to State-controlled companies in the interim budget was the last budgetary support; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI NAMO NARAIN MEENA): (a) and (c) No, Sir.

(b) and (d) Do not arise.

Difficulties in filling income tax returns

1820. DR. K. MALAISAMY: Will the Minister of FINANCE be pleased to state:

(a) whether it is a fact that the income tax returns to be filled up is lengthy, difficult to fill up and complicated;

(b) whether there will be a move followed by adequate action plan to simplify the format and formalities so that it can be easily handled instead of resorting to the help of the concerned expert as done now;

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†Original notice of the question was received in Hindi.